

PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Improve capacity at the I-81 / Halfway Boulevard interchange. Will include sidewalks as necessary.

JUSTIFICATION: This project will improve operations at an interchange that cannot adequately handle current and projected traffic volumes. The area in the vicinity of the interchange is planned for significant economic development.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation

| PHASE | FFY 2001 | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 - 2006 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 3910 | 1912 | 0 | 0 | 0 | IM |

STATUS: Construction underway. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2000 | CURRENT YEAR 2001 | BUDGET YEAR 2002 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2003..... |2004..... |2005..... |2006..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,671 | 1,671 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 794 | 468 | 226 | 100 | 0 | 0 | 0 | 0 | 326 | 0 |
| Construction | 14,724 | 8,176 | 4,423 | 2,125 | 0 | 0 | 0 | 0 | 6,548 | 0 |
| Total | 17,189 | 10,315 | 4,649 | 2,225 | 0 | 0 | 0 | 0 | 6,874 | 0 |
| Federal-Aid | 14,788 | 8,712 | 4,086 | 1,990 | 0 | 0 | 0 | 0 | 6,076 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

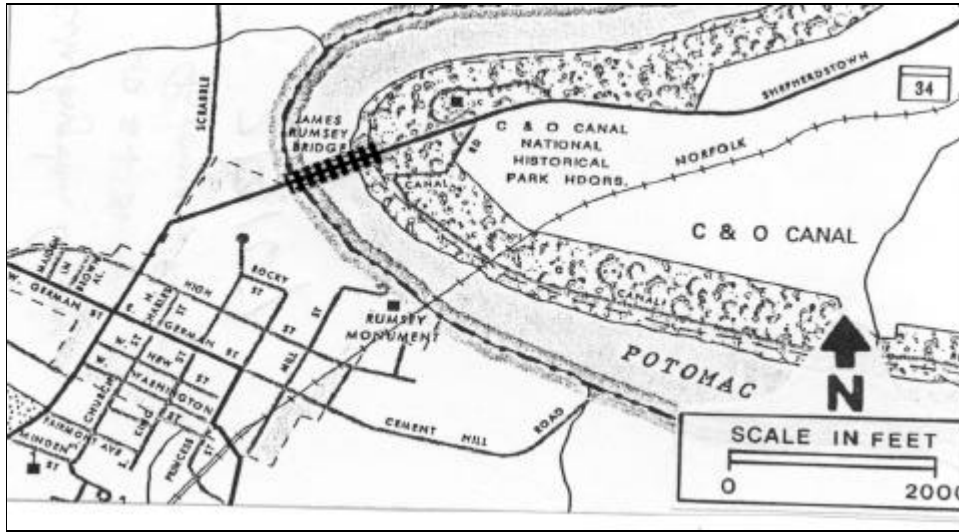
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 61,700 (I-81)
23,500 (Halfway)

PROJECTED (2020) - 75,000 (I-81) 49,000
(Halfway)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 2
SECONDARY CONSTRUCTION PROGRAM


PROJECT: MD 34, Shepherdstown Pike

DESCRIPTION: Replace Bridge 21002 over the Potomac River.

JUSTIFICATION: The existing steel truss bridge with concrete deck, built in 1938, is experiencing severe deterioration. The existing bridge is posted for 32 ton weight restriction.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation

| PHASE | FFY 2001 | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 - 2006 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 6424 | 0 | 0 | 0 | 0 | BR |

STATUS: Construction to begin during budget fiscal year by West Virginia. Project schedule is controlled by West Virginia. The funding shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the System Preservation Program based on scope of project changing from a bridge rehabilitation to a bridge replacement.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2000 | CURRENT YEAR 2001 | BUDGET YEAR 2002 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2003..... |2004..... |2005..... |2006..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 410 | 5 | 300 | 105 | 0 | 0 | 0 | 0 | 405 | 0 |
| Right-of-way | 200 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 |
| Construction | 8,800 | 0 | 0 | 0 | 990 | 3,894 | 3,696 | 220 | 8,800 | 0 |
| Total | 9,410 | 5 | 500 | 105 | 990 | 3,894 | 3,696 | 220 | 9,405 | 0 |
| Federal-Aid | 6,711 | 4 | 210 | 74 | 723 | 2,843 | 2,698 | 159 | 6,707 | 0 |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

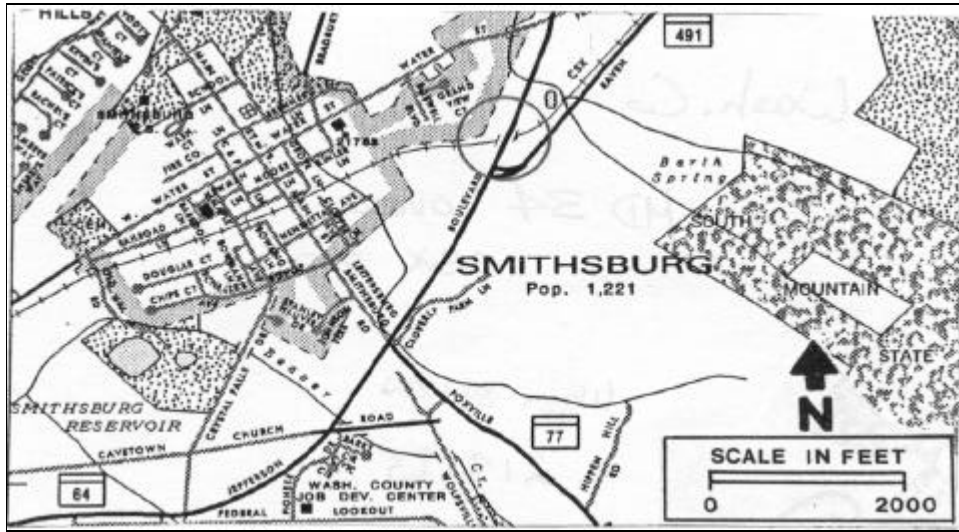
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 5,925

PROJECTED (2020) - 9,000

OPERATING COST IMPACT: N/A



PROJECT: MD 64, Smithsburg Pike

DESCRIPTION: Replace Bridge 21059 over CSX. New shoulders will accommodate bicycles.

JUSTIFICATION: The existing three span steel bridge, built in 1959, is deteriorating and in poor condition and needs to be replaced for safety reasons.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation

| PHASE | FFY 2001 | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 - 2006 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2000 | CURRENT YEAR 2001 | BUDGET YEAR 2002 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|--------------|--------------|--------------|----------------|---------------------|
| | | | | |2003.... |2004.... |2005.... |2006.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 97 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 1,673 | 748 | 925 | 0 | 0 | 0 | 0 | 0 | 925 | 0 |
| Total | 1,770 | 845 | 925 | 0 | 0 | 0 | 0 | 0 | 925 | 0 |
| Federal-Aid | 1,338 | 598 | 740 | 0 | 0 | 0 | 0 | 0 | 740 | 0 |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 6,125

PROJECTED (2020) - 9,000

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2000 |
|----------|-----------|---|--------------------------------|--|
| | | <u>Fiscal Year 2000 Completions</u> | | |
| | | <u>Safety/Spot Improvement</u> | | |
| 1 | MD 77 | Foxville Road; at Appalachian Court; drainage improvement | 183 | Completed |
| | | <u>Neighborhood Conservation</u> | | |
| 2 | US 40 | Washington Street; Potomac Street to Cannon Avenue in Hagerstown; urban street reconstruct | 1,154 | Completed |
| | | <u>Streetscapes and Minor Reconstruction</u> | | |
| 3 | US 40 | Cumberland Street; Western limits of Clear Spring to the eastern limits of Clear Spring; urban street reconstruct | 1,074 | Completed |
| | | <u>Traffic Management</u> | | |
| 4 | US 40 | Washington Street; Nottingham Road to Cannon Avenue in Hagerstown; signal systemization | 2,058 | Completed |
| | | <u>Sidewalks</u> | | |
| 5 | US 11 | Pennsylvania Avenue; at Fountaindale Elementary School in Hagerstown; retrofit sidewalks - 685 linear feet | 11 | Completed |
| | | <u>Enhancements</u> | | |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| 6 | | Washington Monument State Park - Landscaping and pedestrian walkways to provide access for the disabled. | 91 | Completed |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2000 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2001 and 2002</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 7 | US 40 | Dual Highway; Cannon Avenue to I 70; resurface | 1,223 | Under construction |
| 8 | US 40 | National Pike; MD 63 to Nottingham Road; resurface | 1,400 | FY 2002 |
| 9 | MD 67 | Rohrersville Road; Gapland Road to Marble Quarry Road; resurface | 1,734 | FY 2002 |
| 10 | MD 67 | Rohrersville Road; Marble Quarry Road to US 40 Alternate; resurface | 1,283 | FY 2002 |
| 11 | I 68 | National Freeway; 0.37 mile east of MD 144WB Bridge 21151 to I 70; resurface | 1,546 | Completed |
| 12 | I 70 | Eisenhower Memorial Highway; 0.75 mile east of MD 615 to 0.28 mile east of MD 56; resurface westbound roadway | 1,630 | Completed |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 13 | I 70 | Eisenhower Memorial Highway; East of Hagerstown to the Frederick County Line; deck overlays for seven bridges | 2,788 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 14 | US 40 | Dual Highway; at Eastern Boulevard; bridge widening to provide left turn lane | 2,066 | Completed |
| 15 | US 40 | National Pike; at MD 63; geometric improvements | 900 | FY 2002 |
| 16 | MD 66 | Mapleville Road; at Mt. Aetna Road; construct roundabout | 515 | FY 2002 |
| 17 | MD 66 | Mapleville Road; .09 mile south of San Mar Road to .09 mile north of Little Beaver Creek; realign roadway | 800 | FY 2002 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

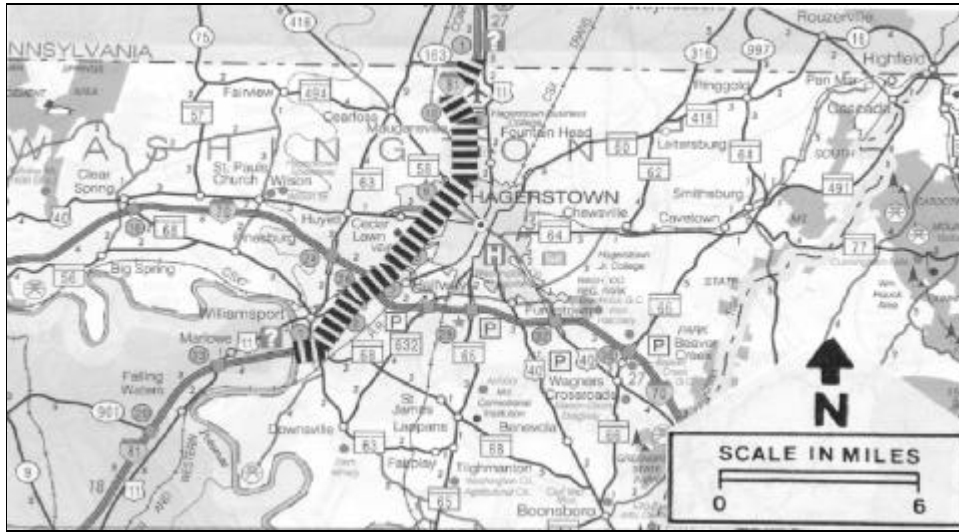
STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2000 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2001 and 2002 (cont'd)</u> | | | | |
| <u>Neighborhood Conservation</u> | | | | |
| 18 | US 40 | West Washington Street and Franklin Street; Walnut Street to Potomac Street in Hagerstown; urban street reconstruct | 1,030 | FY 2001 |
| 19 | US 40 ALT | Main Street; Phases I & 2 - MD 68 to .05 mile west of MD 67 in Boonsboro; urban street reconstruct | 4,283 | Under construction |
| 20 | MD 144 WB | Main Street; Phase II - Church Street to Tollgate Road in Hancock; urban street reconstruct | 2,266 | FY 2002 |
| 21 | MD 845A | Main Street; Within the corporate limits of Keedysville; urban street reconstruct (Funded for preliminary concept studies only) | 175 | Concepts Underway |
| <u>C.H.A.R.T. Projects</u> | | | | |
| 22 | I 70 | Eisenhower Memorial Highway; MD 63 to MD 17; install dynamic traveler alert signs for advanced traffic management system (Note: Cost for entire project is shown in Washington and Frederick Counties.) | 577 | Completed |
| <u>Sidewalks</u> | | | | |
| 23 | US 40 | Dual Highway; Cleveland Avenue to west of Eastern Boulevard in Hagerstown; retrofit sidewalks - 2,000 linear feet | 100 | FY 2001 |
| 24 | US 40 | Washington Avenue/Franklin Street; at various locations in Hagerstown; retrofit sidewalks - 2,100 linear feet | 90 | FY 2001 |
| 25 | MD 65 | Sharpsburg Pike; West Oakridge Drive to Downsville Road; retrofit sidewalks - 4,224 linear feet | 106 | FY 2001 |
| <u>Intersection Capacity Improvements</u> | | | | |
| 26 | MD 65 | Sharpsburg Pike; at Oakridge Drive; widen MD 65 to extend the length of left turn and right turn lanes southbound and channelization | 847 | FY 2002 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2000 |
|----------|-----------|---|--------------------------------|--|
| | | <u>Fiscal Years 2001 and 2002 (cont'd)</u> | | |
| | | <u>Enhancements</u> | | |
| | | <u>Acquisition of Scenic Easements & Scenic/Historic Sites</u> | | |
| 27 | | Civil War Site Preservation II - Acquisition of fee and easements of land associated with the Battles of South Mountain, Antietam, and Monocacy. | 1,388 | FY 2002 |
| | | <u>Rehabilitation/Operation of Historic Transportation Structures</u> | | |
| 28 | | C&O Canal Williamsport II - Stabilization of the Conococheague Aqueduct. | 172 | FY 2001 |
| | | <u>Landscaping/Scenic Beautification/Mitigation</u> | | |
| 29 | | Welcome to Washington County signs - Construction of two "Welcome to Washington County" signs, one each on westbound I-70 and eastbound I-68 at the County lines. | 10 | FY 2001 |
| | | <u>Preservation of Abandoned Railway Corridors</u> | | |
| 30 | | Western Maryland Rail/Trail - Construction of a 9.53 mile paved rail-trail conversion from Hancock to Long Hollow Bridge. | 1,250 | FY 2001 |

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 5
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane divided highway that experiences capacity constraints due to the heavy traffic volumes, much of which is truck traffic (approximately 28%). Projected residential and commercial development, particularly in the Hagerstown area, will further contribute to congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-81, Interchange at Halfway Boulevard (Construction Program)
 Western Maryland North-South Corridor Study, (D&E Program)

Federal Funding By Year of Obligation

| PHASE | FFY 2001 | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 - 2006 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 1085 | 0 | 0 | 0 | NHS |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2000 | CURRENT YEAR 2001 | BUDGET YEAR 2002 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2003..... |2004..... |2005..... |2006..... | | |
| Planning | 1,548 | 0 | 0 | 516 | 516 | 516 | 0 | 0 | 1,548 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,548 | 0 | 0 | 516 | 516 | 516 | 0 | 0 | 1,548 | 0 |
| Federal-Aid | 1,086 | 0 | 0 | 362 | 362 | 362 | 0 | 0 | 1,086 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

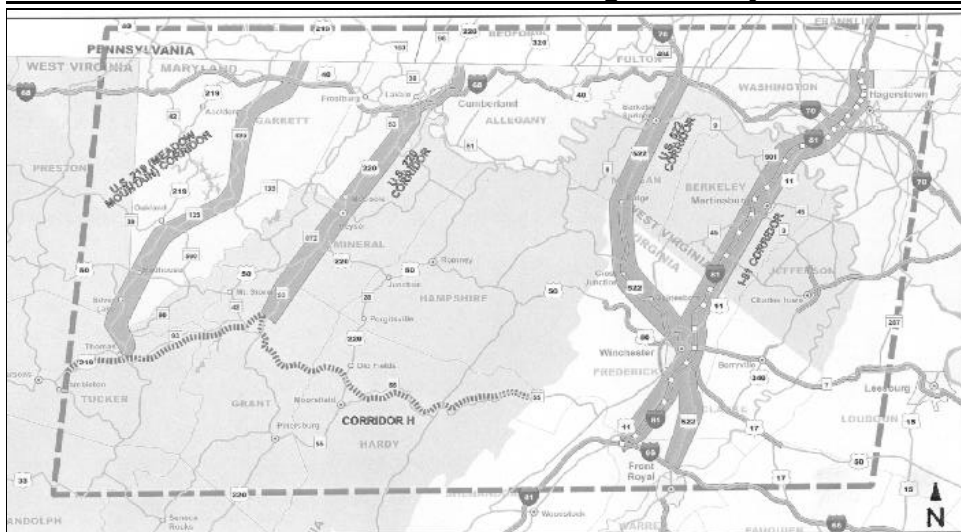
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,375 - 61,700

PROJECTED (2020) - 54,900 - 83,250

OPERATING COST IMPACT: N/A

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: Western Maryland North-South Corridor Study

DESCRIPTION: Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

SMART GROWTH STATUS:

- | | | | |
|-------------------------------------|--|--------------------------|---|
| <input checked="" type="checkbox"/> | Project Not Location Specific or Location Not Determined | <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> | Project Within PFA | <input type="checkbox"/> | Exception Approved by BPW/MDOT |
| <input type="checkbox"/> | Grandfathered | | |

| Federal Funding By Year of Obligation | | | | | | |
|---------------------------------------|-------------|-------------|-------------|-------------|--------------------|---------------------|
| PHASE | FFY 2001 | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 - 2006 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: A Pre-Project Planning study is underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Pennsylvania has elected to join the study.

| | | | | | | | | | | | |
|----------------------------------|---------------------------------------|------------------------|-------------------------|---|---|----------------------------------|--------------------------------|----------------|----------------------|---------------------------|--|
| <u>POTENTIAL FUNDING SOURCE:</u> | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | | | |
| <u>PROJECT CASH FLOW</u> | | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2000 | CURRENT YEAR 2001 | BUDGET YEAR 2002 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2003..... |2004..... |2005..... |2006..... | | | |
| Planning | 766 | 320 | 346 | 100 | 0 | 0 | 0 | 0 | 446 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 766 | 320 | 346 | 100 | 0 | 0 | 0 | 0 | 446 | 0 | |
| Federal-Aid | 536 | 224 | 242 | 70 | 0 | 0 | 0 | 0 | 312 | 0 | |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,275 - 63,100

PROJECTED (2020) - 2,500 - 82,000

OPERATING COST IMPACT: N/A